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THE **TORQUE-TUBE**

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume V • Number 7



THE TORQUE-TUBE

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OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL.V • MAY 1987 • NO. 6

• William E. Olson, Editor •
• 842 Mission Hills Lane, Worthington, Ohio 43085 •

SORRY IF I'M LATE

This issue will probably go out a bit late. In view of the past history of this publication, that is probably not sufficient cause for apology, nor even for explanation. Although, like most of you, the Editor works for a living (such work being sometimes rather taxing), attempts to maintain a house, yard and three "modern" cars, pay some attention to his family, fit in a bit of non-automotive recreation here and there, and on top of all that produce this publication and manage the other affairs of this Club, none of that is the reason for tardiness. The real reason is that I took off the first week of May to go out to Wyoming after my new prize: a 1937 Roadmaster sedan. More on this later.



LOOK, MA, NO SIDEMOUNTS!



FOUNDED BY DAVE LEWIS



VOLUNTEER NEEDED

Several issues back, it was announced that a general membership meeting would be held at the BCA National in Orlando, Florida this June. Due to many other commitments of both time and money--and a noticeable waning of interest in the prospect of another car show and Florida in June on the part of Editor's Wife--I have reluctantly cancelled my plan to attend this year's National. We thus need a volunteer to conduct this meeting. If I do not have one by early June, I will dun people until I get one, and print the names of all who refuse without legitimate excuse.

Needless to say, there will also be a general meeting at the Club Meet to be held July 18 in Flint. Members in California and the West--and indeed other regions as well--are encouraged to hold similar meetings, and report the results.

Any and all subjects may be brought up. As you all know, this Club has no formal, corporate, structure. This does not imply that there need be no opportunity for members to have a voice in shaping the Club's affairs. On the contrary, we need all the voices that can be raised, and all the input that you can generate. Assuming there is something meaningful to say, a report on any and all such meetings will be published in September.

COMING EVENTS

Here is a brief list of some Buick events taking place this summer:

Eastern Buick Meet (BCA Central New England Chapter). July 10-12, Quality Inn, Vernon, Connecticut. (Mary Lu Quatrone, P. O. Box 992, Bondsville, MA 01009 -- 413/283-7271.)

Best of the Midwest Show (BCA Dairyland Chapter). Holiday Inn, 150 Nicolet Road, Appleton, Wisconsin. August 20-23. (Buick Show, P. O. Box 2512, Appleton, WI 54913 -- 414/731-8519.)

Great Lakes Regional Meet (BCA Southwest Ohio Chapter). August 7-9, Quality Inn-Kings Island, Mason, Ohio. (Bill Woellner, 7724 Railroad Ave., Madeira, OH 45243 -- 513/271-4477.)

All-Buick Show and Track Tour (BCA Central Indiana Chapter). June 20, Indianapolis Speedway. (Joanne Jones, 8632 E1 Rico Rd., Indianapolis, IN 46240 -- 317/846-0748.)

Buick Owners of Maryland Show (BCA Maryland Chapter). June 6, Rea Keech Buick, Ellicott City, Maryland. (Jerry Hall, 226 Sudbrook Ln., Baltimore, MD 21208 -- 301/653-9397.)

For some reason, I don't seem to have received anything on West Coast or Rock Mountain area events. Send something and I'll print it.

CLUB SHOW

Don't forget the Club Meet and Show to be held in Flint on July 18. As of April 27, 33 people had signed up, but we need more. See Issues 5 and 6 for details.

AUCTION FEVER - CATCH IT!

As many of you know, after Bill Vickers, president of Hampton Coach, finished working up his upholstery kits for '37 and '38 Buicks, he donated a sample kit to the Club. This kit fits a 1938 model 41 and contains almost all the pieces necessary to do a complete interior. (I think it's missing the headliner, but at this point I'm not sure. In any event, whatever is not there can be obtained at reasonable cost.) The kit, which occupies three large boxes, has been kicking around my garage and basement for a year, and was barely saved from a flood a few months ago. I think the time has come for it to find a new home.

I will bring this kit to the Club show in Flint this summer, and the Club will sell it to the highest bidder, with your Editor as auctioneer. The proceeds of the sale will go to the Club treasury. In view of the fact that the kits sell at retail in the neighborhood of \$1500, there will be a minimum acceptable bid of \$500. Anyone who will not be at the meet may submit a bid by phone or mail to the Editor prior to July 15. Absentee bids will be handled competitively in \$25 increments: that is, if you give me a mail bid at -- say -- \$900, and the highest bid in the audience is \$775, you get it for \$800. In the event of duplicate absentee winning bids, the buyer will be selected by lot.

As I have said several times, these kits are excellent and can be installed successfully by almost anyone. The Club is grateful to Bill Vickers for his generosity. If you have a '38 model 41 that needs a new interior, here's your chance for a good deal.

MAKING MONEY

Now and then members propose to me schemes by which the Club might generate revenue. Typically these involve buying something "wholesale" and selling it "retail." I have been uniformly cool to such ideas and will continue that attitude. The reasons are simple: (1) few small organizations make any appreciable amount of money doing this, and it diverts working capital from their primary functions; (2) except at the beginning of a membership year, when a lot of money has come in but little has gone out, the Club does not have funds available to make an "up-front investment" in merchandise; (3) if funds intended for a future **TORQUE TUBE** issue were diverted by buying jackets, hats, etc. and the damn things didn't sell, we would have a nasty problem, the risk of which is, I think, not worth taking.

Continued

The only way to avoid these problems is to have people pay for the merchandise in advance, and order it only after the "break-even" amount of money has come in. This, in my judgment, is not a very good way of doing things. Who wants to pay for something and wait months to get it? Beyond that, there is the need to store the stuff, pack it, and ship it, which I, for one, have little enthusiasm for.

An exception to this analysis is the Club decals which, as you will note from these pages, are now back in stock. The current run was financed largely through the sale of back issues last winter; they can be marked up 100% and remain quite inexpensive; they don't take up much space.

A far better way to enhance the Club's financial stature is to attract new members. The dues structure is designed to break-even at about 300 members; presently we have about 325, and over the past three years it has varied between 270 and 330. It costs about \$920 to print and mail each issue to 300 people.

$$\begin{aligned} 9 \text{ issues} \times \$920 &= \$8280 \\ \$28.50 \text{ (annual dues)} \times 300 &= \$8550 \end{aligned}$$

The difference is used up by supplies, additional postage, and an occasional literature purchase. If one adds 25 members, the printing cost is the same, and all that is required to serve them is envelopes and postage, which total 80¢ per member per issue.

$$\begin{aligned} \$.80 \times 9 \times 25 &= \$180.00 \\ 25 \times \$28.50 &= \$712.50 \end{aligned}$$

Thus the 25 additional members generate almost four times as much revenue as they cause expense. This remains true until we approach 400 members, since I usually print 400 copies. However, the basic principle of incremental cost will obtain no matter how many members are added. By far the greatest expense is printing, and of the printing cost the great majority is set-up, which is the same no matter how many copies are run. Now you see--if you did not before--why airlines like to fill all the seats and hotels all the rooms.

So, if you want to help the Club--and of course you do--try to recruit a new member or two this summer.

As a footnote to this exercise, and for the enlightenment of those who have not considered the subject, it will be observed that Your Editor receives no compensation for his efforts beyond your thanks and his own satisfaction. The same is true of all contributors to these pages. It is--so to say--a Labor of Love. Do I love it? Most of the time.



MORE NOTES ON JUDGING

You may recall that, a few issues back, I asked whether anyone could refresh my memory about the authenticity of bolt heads. It turns out that in AACA circles, this is not so esoteric an inquiry as one might think. My question brought this response from John Huffman of Clemson, South Carolina:

"In answer to your question on page 26 of the Torque Tube about little marks on bolt heads, I assume that you were referring to the short "dashes" located 120 degrees apart on the bolt. These are strength or stress marks and according to my AACA Judges' Manual were not introduced until 1946. At an all for blood AACA show each one would cost a point on a 1937 or 1938 Buick. Letters or numbers on the bolt head are OK."

This intriguing intelligence led me to obtain, through John's further courtesy, a portion of said Judges Manual. Here are a few select excerpts therefrom.

- o Batteries must be black on all vehicles prior to 1954.
- o Good quality vinyl, if grain matches original, will be an acceptable replacement for "leatherette."
- o Plastic valve caps will receive a one point each deduction if used on any vehicle prior to 1951.
- o The following dates are the first year of acceptance of the noted items:
 - 1949 - first use of nylon as interior fabric and convertible top material
 - 1940 - sealed beam headlights
 - 1946 - airplane type (ratchet) hose clamps
 - 1953 - plastic wiring and tape
 - 1948 - sealed beam spotlights and driving lights
 - 1935 - Phillips screws
- o Painted exhaust systems will receive no deduction nor will slight surface rust on unfinished steel systems. (Stainless steel is a no-no.)

Obviously, items introduced after 1937 or 1938 are not authentic when used on 1937 or 1938 cars. AACA judging is probably much more rigorous than that found at BCA and other shows, as far as nit-picking authenticity goes. Nevertheless, the foregoing should provide a little guidance.

Decals are back in stock.



\$1.00 each postpaid;
3 for \$2; 6 for \$4;
8 for \$5; 10 for \$6.

CHILD IN CAR

One member sent me a story about a guy with an old car named "Phil." Seems his six-year-old son conferred the name. When he heard the boy telling his friends about "Philip the Buick," the father asked how that name had been dreamed up. "You said it, Daddy. When we go to the gas station, you always say there goes another \$20 to Philip the Buick." That's like some children's favorite hymns: "Gladly, the Cross-Eyed Bear" and "Jesus is Sneaking in Humboldt Park."

VANITY, ALL IS VANITY

Most states have special--or "vanity"--license plates. As with all things automotive, I suppose California leads in this, but here are a few I've seen in Ohio:

WAS HIS

Mercedes 380 SE driven
by attractive blonde lady.

EXPNSV

Mercedes 300 TD driven by
someone hiding behind
black-out glass.

BULLDOG

Station wagon occupied by
one man with six bulldogs.

PP MD

Mustang owned by Dr.
Sanford Wise, Chief
Urologist at Ohio
State University Hospital.

DR BOX

Honda owned by a female
psychiatrist named, in
fact, Dr. Judyth Box.
(What were you thinking?)

'Bye now... - Bill

COPING WITH ADVERSITY



“Beware the DSHS!”

A LITTLE ADVENTURE STORY
BY CLINT PRESLAN-LAKWOOD, OHIO

For me, the bright spot of 1986 was going to the BCA National at the Indianapolis Speedway. I drove my 1937 Buick Roadmaster (model 81) from Cleveland to Indianapolis and back (about 625 miles total). My wife, Jo-Marie, and my children, Annie and Rocky, accompanied me. The trip to Indianapolis was pleasantly uneventful. However, once at the meet the temperature climbed into the 90's and we began to understand "summer in Indianapolis." I was honored and delighted when my Roadmaster took a National First Place in the 1936-1937 class. (I know it is a very nice car but I am probably not too objective.) When fellow Buick fans share your enthusiasm it is a most satisfying and rewarding experience.

My interest in 1937 Buicks is part personal, part aesthetic. Aesthetically, I think the 1937-1938 models are the most beautiful Buicks ever constructed; the elegant top form of Art-Deco streamlining. They are heavy-duty beauties with real heart. On the personal side, my grandfather owned a 1937 Buick 81 for nearly ten years. He bought it used in 1939 and drove it until late 1948. All of my early recollections of travel, joyous adventure and the excitement of the open road center on that vehicle. My grandfather is gone for twenty years now, but my 1937 Roadmaster is ready to give my children the taste of travel and adventure a similar Buick once gave me. The really great fun part of "recapturing" and driving a 1937 or 1938 Buick is that it is a time machine. You can go home again, sort of. Needless to say, '37's and '38's are comfortable and enjoyable drivers.



Gentlemen, exhibit your engines! A line-up of 1937 models at Indianapolis amply demonstrates the popularity of dark colors and white tires.

I mentioned adventure and 1937 Buicks in the same sentence earlier. That is the combination we found on our way home from Indianapolis:

The Dreaded Swelling Hose Syndrome

In the April, 1986 Vol. IV, No. 6 issue of The Torque Tube, Ed Depouli (#310) gives 1937 Roadmaster drivers some excellent advice. (Page 19) I quote:

"First let me say that there are two brake hoses following the master cylinder. Both of these are hard to find unless one knows what one is looking for."

Ed goes on to describe the master cylinder discharge hose at the rear of the master cylinder and states "After this hose there is about one foot of steel hydraulic line followed by another rubber hose." This is the rear center hose near the drive shaft.

Ed warns: "THIS HOSE MUST BE REPLACED WHEN DOING A BRAKE JOB." (Note: your father couldn't give you better advice. I replaced my rear center hose all right....with a "New Old Stock" unit....looked real good, too. A Jim Dandy.)

Ed proceeds: "The inside of this hose will tend to swell over the years, so that the fluid passage will become blocked. Under foot pressure, fluid will flow easily into the rear wheel cylinder." As Ed says, under these conditions brake fluid dutifully flows into the rear wheel cylinders when you step

on the pedal. The catch, you see, is that the bloody fluid will take its bloody time coming out of the bloody cylinders because of the swelling chassis hose. This also is carefully pointed out by Ed in his article.

The above scenario is exactly what happened to me on a hot Sunday morning twenty-five miles northeast of Indianapolis. The engine began to labor slightly and the needle of the temperature gauge quickly soared to the unpopular numbers.

An urgent stop was made in a McDonald's parking lot....steam and coolant squirted out the radiator overflow while all kinds of probable overheating causes ran through my mind. My wife and I made a walk-around inspection: the rear drums seemed hot.



About 35 miles north of Indianapolis, the DSHS strikes. Notice my pit crew swinging into action.

My wife asked me "Do you have the headlights on? Your tail lights are lit."

OH, NO! The brake lights were on! Suddenly the cause was agonizingly clear: Ed's article flashed through my mind: I've got the DREADED SWELLING HOSE SYNDROME!

Heat generated by the operation of the vehicle, the 90-degreeplus outside temperature on the show field and on the road, plus just plain old age had done in the rear chassis hose. This peculiar malfunction can shut you down rapidly. Forget the "New" in "New Old Stock" on this one; the emphasis should be on "Old".

We waited for everything to cool down and the brake fluid to flow out of the rear wheel cylinders through the dreaded swelling hose. We were off after an hour, and ten miles later the Syndrome struck again. And so it went again and again; drive 15-20 miles, then wait. Drive, stop, cooldown and wait. The kids had never been to so many McDonald's in one day:

"Hey lookit, Dad....this one's got a playground!"

As we progressed slowly through northern Indiana, I was reminded of a saying that went something like this:

"Old cars build character; you have to be a character to own one."

Quite right. Old Buicks are definitely not for the "TerribleTempered Mr. Bang."

As evening approached, the air temperature fell, and things went easier. The swelling hose had cooled down, the needle of the temperature gauge rode in the middle, and it was getting dark.

I had never driven the Roadmaster any distance at night before but hated to quit now that things were improving. After a brief rest stop at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana, we set off again, eastbound on old US 6. The highway was deserted. My original headlights with new bulbs and shiny reflectors worked wonderfully well until it really got dark. Suddenly it seemed as if I was driving with just the parking lights on. I stopped to investigate and found the headlights "blazing" away on high beam. The darkened farmland of Northwestern Ohio was just a bit much for 1937 bulbs and reflectors.

Fortunately, I had a pair of good Trippé Seniors up front (not the real expensive all-chrome kind but the semi-expensive painted shell type with the chrome rim). They worked quite well; like a pair of 12-volt halogens on low beam. I had never used the Trippés in need before, and was very glad to have them. We reached Bowling Green, Ohio about 11:00 p.m. and found a motel there. The next morning we were off early with only two stops for a "systems cooldown." We arrived in Cleveland in the mid-afternoon.

The next day the brake drums were pulled and the offending hose removed. I felt the linings and wheel cylinders had seen enough combat to merit another overhaul. I found a NAPA hose on a tip from Dave Lewis....(Page 17) January, 1985, Vol. III, issue 4, The Torque Tube: "Brakes, 1937 series 80. Rear center hose at drive shaft: NAPA #35019 United Brand."

I obtained this hose and all has worked well since.

From the preceding story I have drawn the following conclusions:

1. Any serious 1937--1938 Buick enthusiast should be a member of the 1937--1938 Buick Club. A pool of friendly, helpful, and necessary information is available here and nowhere else. I have never met Ed Depouli or Dave Lewis, yet their wise words have saved me much anguish and downtime. Thank you very much, gentlemen....may your Buicks run forever.
2. Be wary of New Old Stock parts, especially when the decades are in multiples. (I'm really telling you something new here, aren't I?)
3. Buicks were made to be driven. (This is not original thinking either, but is very true.) The Roadmaster got me home safely, and I got the Roadmaster home safely. The only way to really enjoy your Buick is to get behind the wheel and give it some selective exercise: i.e. nice weather, full tool bag, support crew, manuals and spare parts on board just in case.



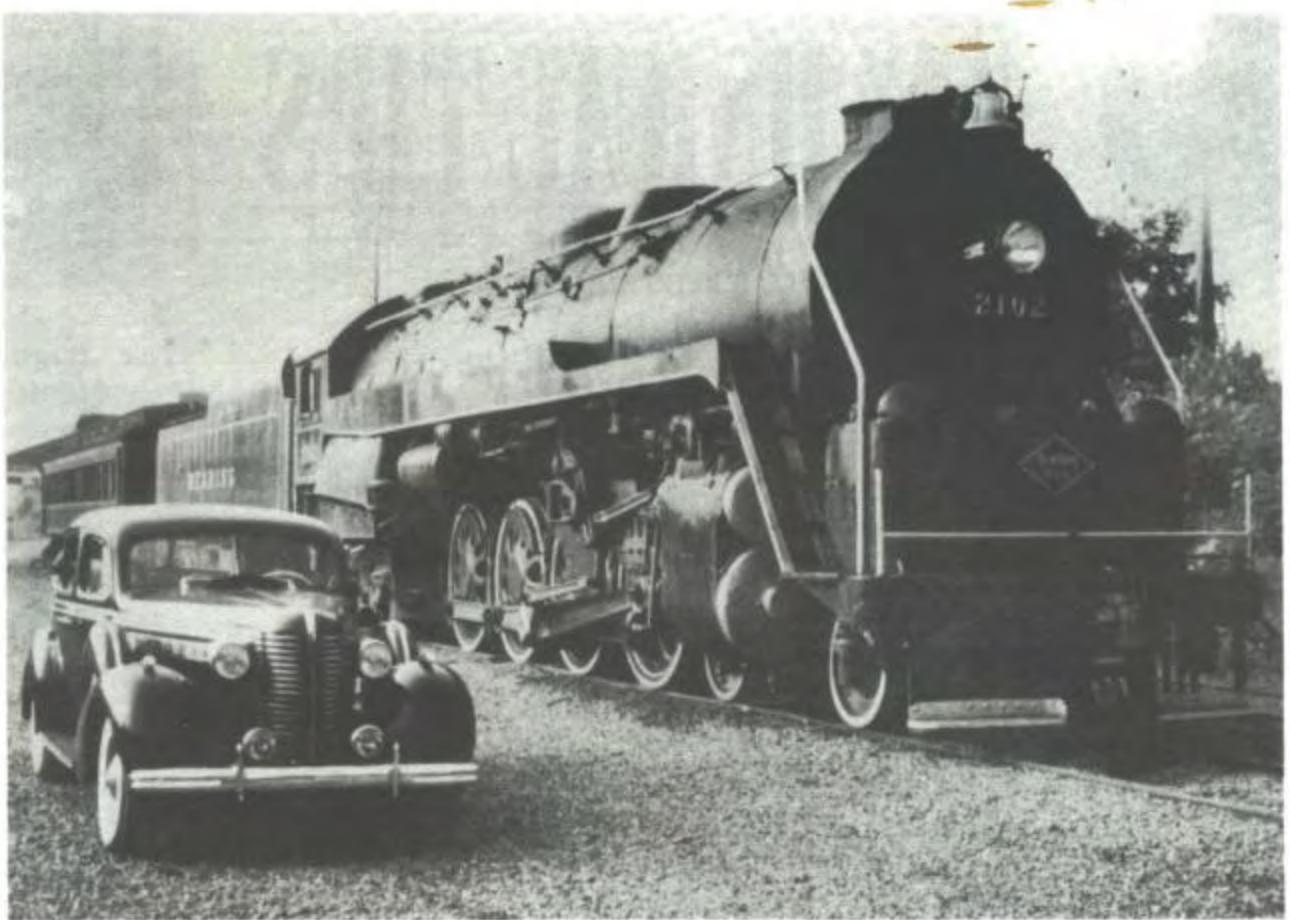
Cleaning up before the 1986 meet. When taking an old car on a journey, a reliable crew is invaluable. My helpers are Rocky, age 5, and Annie, age 7: both eager Buick fans.

EDITOR'S NOTE. Besides giving us an entertaining story, Clint has made a very good point: "New Old Stock" parts can be a snare and a delusion. This is particularly true of rubber. Would you put a 50-year-old tire on your car? New brake hoses are what you need, and remember: (1) on the chassis hoses, one that's a little too long will work OK; (2) if all else fails, brake hoses can be made by firms that do hydraulic system repairs.

● photo album ●



Here are some examples of what can be done in re-creating "period" scenes with a restored car and a restored steam locomotive. More "steamers" are operating than ever before, and there may be one running in or through your area this summer. These scenes were created by Paul Culp (#508) of Perkasie, Pennsylvania. Reading No. 2102 is a fine example of "modern" steam power from the 1940's, and will be recognized by railroad buffs as the engine used in the "Iron Horse Rambles" fan trips. The little Porter "tank" engine probably started life as an industrial switcher somewhere, and is now used on a Pennsylvania "tourist" line. (Oh, yes, that's Paul's 1938 Century in the photos too.)





TECHNICAL TIPS

OIL PRESSURE GAUGES

Here's an interesting and helpful post script from Hugh Patterson to his article that appeared in the last issue. After fixing his oil pump and seals and buttoning everything up, and getting over his joy at the newly-enhanced oil pressure, Hugh noticed "a tick, tick, tick from the dash which was in sync with a minor movement of the oil gauge needle." Hugh says that a friend told him the noise might be caused by air in the gauge line. "So, I loosened the fitting a little, just enough to bleed some oil out when the engine was running. Sure enough, the ticking stopped." Thanks, Hugh.

1937 DASH PANELS

Mike Braden (#572) of Glasgow, Montana very generously loaned me the glove box door from his 1937 Limited, still exhibiting its original finish. This was something of a revelation to me, since every '37 80 or 90 series dash I had seen before had been refinished. Let us start with the back, or inside, of the door. This is painted a brownish-gray, and Mike says that all of the garnish moldings, and the dash surfaces other than the two raised panels, are done in this color. The color is not what I would have named "Lustre Light Grey" and it is definitely not the "Sedge Grey" for which I have a color chip, and for which an old formula was given several issues back. The front of the door--and the balance of the two raised panels on the dash--have a goldish tone applied over this gray, and a darker gold pattern consisting of hundreds--perhaps thousands--of looping lines intersecting one another in almost unbelievable intricacy. I attempted to photograph this, but success did not attend these efforts. Although it would appear extremely difficult to prepare a decal or transfer to duplicate this, I have been told that one member is investigating the possibility. I also understand that an attempt was made in the past, but that the lines and pattern were much too large and coarse. Dave Lewis believes that this treatment appeared on all 1937 80 and 90 series dash panels, and that the burl woodgrain figure seen on some restorations is thus not correct. From a little distance, especially if one's vision is a bit blurry or the light is not good, the pattern resembles somewhat the "engine turned" treatment applied to later-year Buicks; this appears to explain reports I have received of "engine-turned" dashboards on 1937 Buicks.

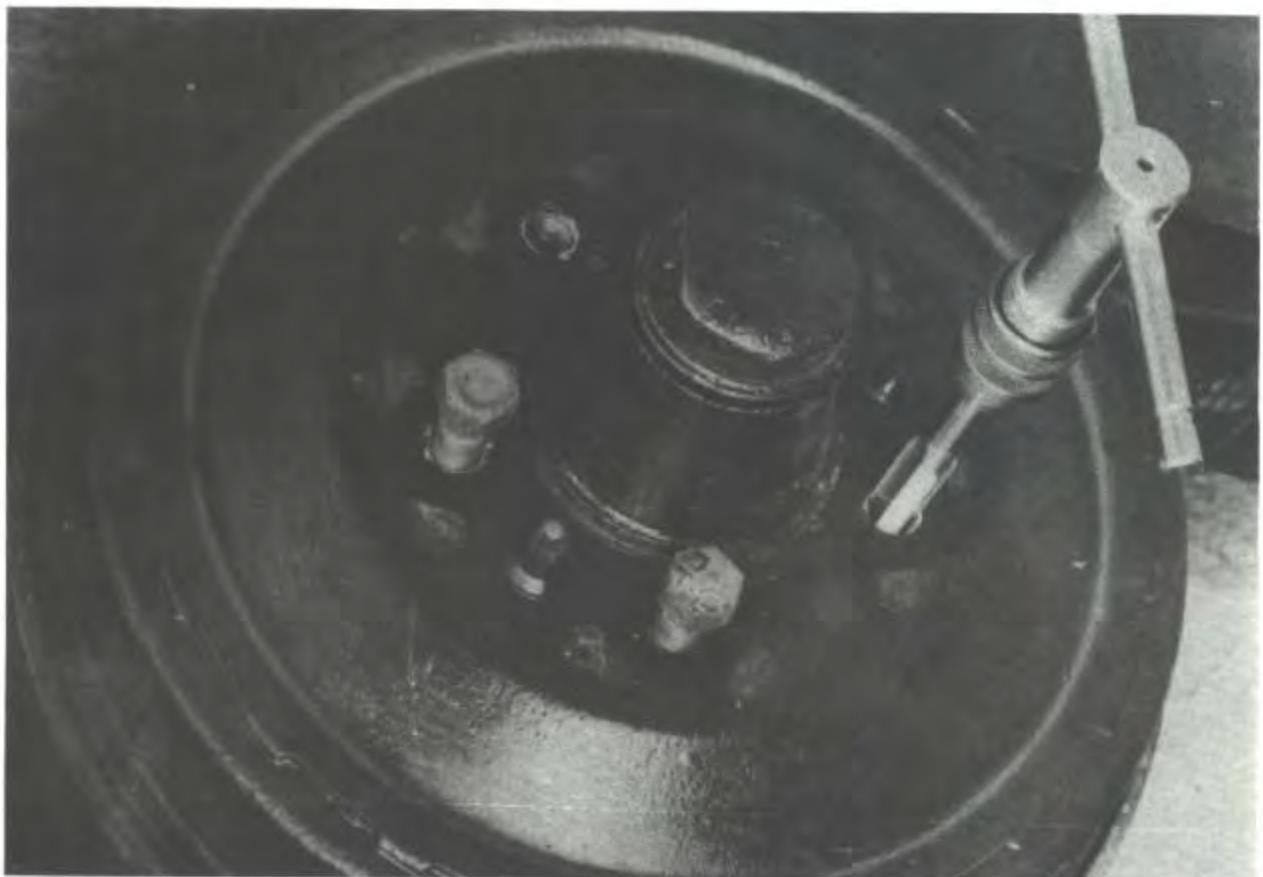
Plainly, there is still a lot to learn about dash and molding treatment on Roadmasters and Limiteds, and the further I go with attempts to figure things out, the more virtue I see in heeding my own advice about not being dogmatic. Members with original 80 and 90 series cars are urged to communicate on this subject.



More Obscure Repairs



Wheel Threads



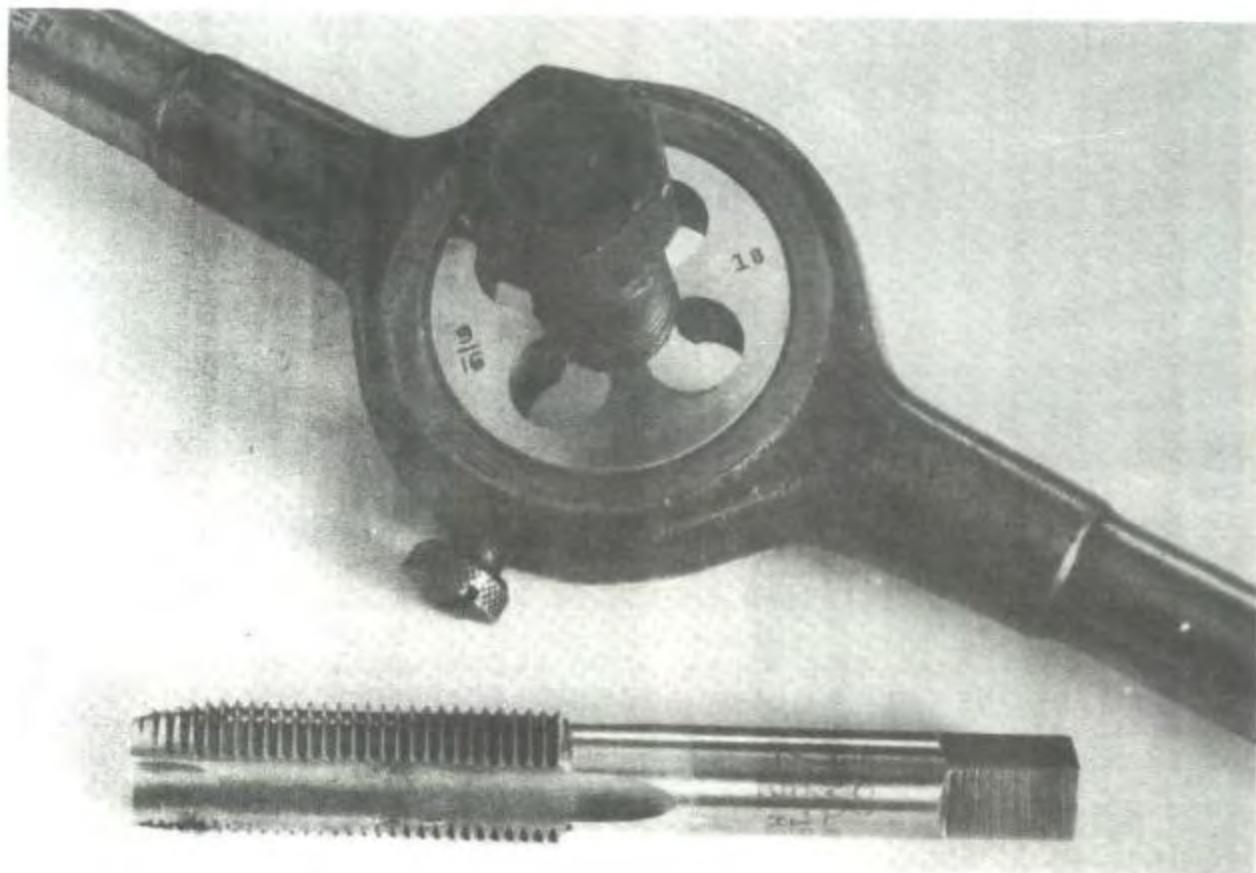
RESTORING WHEEL THREADS
ARTICLE AND PHOTOS BY PAUL B. CULP

A clean bolt and wheel drum thread will insure a proper torque reading of 65 foot pounds when tightened. This is important for avoiding distortion of the brake drum, thus causing brake pedal vibrations or wheel shimmy.

Generally cleaning solvent and compressed air will remove contaminants from the threads. If this is not effective or if the threads are damaged: run a die over the threads. The external thread of the wheel bolt measures 9/16-18 NF. For the internal threads of the brake drum pass a 9/16-18 NF tap through the hole. (Designations of threads were established by the Society of Automotive Engineers. 9/16 (.5625) is the thread diameter; 18 is the pitch or threads per inch; "NF" indicates National Fine, as opposed to "N.C."--National Coarse.)

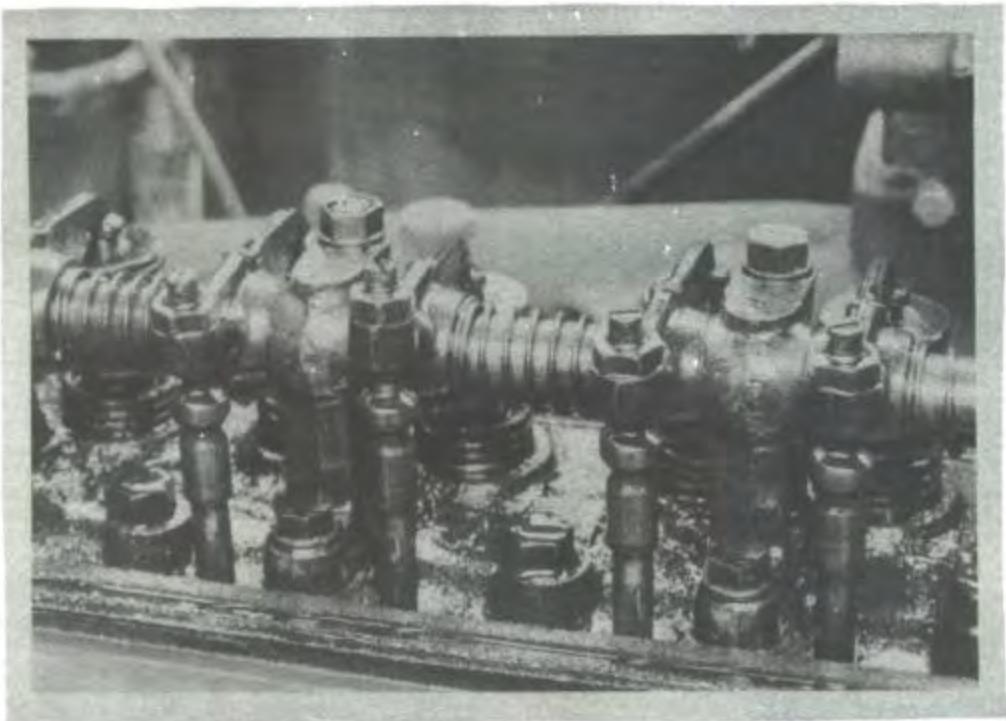
Once you have run the die over the bolts and a tap thru the holes; you clean again with solvent and compressed air. Caution should be exercised when starting threads. It is very easy to begin cutting in the wrong location thus causing another thread. This is what is called crossthreading! There are a variety of commercial thread repair tools and kits available. Photo reveals Helicoil's Saw-A-Stud. Thread files for different pitches are also very helpful and cheaper than a complete set of dies.

The time it takes to perform these operations will multiply itself in time saved just removing and installing wheels year after year. Remember to torque bolts to 65 foot-pounds following a star pattern over the bolts (skipping every second hole in the pattern). I recommend a light grease or oil as a thread lubricant. Metal against metal spells trouble. Without a lubricant, the threads will pick up and gall, causing minute chips on the thread surface. This will indicate a false torque reading which could eventually lead to much unpleasantness. Yes, I've seen wheels fall off cars and trucks. Nasty!





Valve Adjustment



'THE REASON FOR HYDRAULIC LIFTERS' ARTICLE AND PHOTOS BY PAUL B. CULP

The valve train on valve-in-head Buicks such as our '37s and '38s is notorious for being noisy. Here is a quick revue on the adjustment procedure.

Metal expansion and contraction from cylinder head and rocker arm bracket to the rocker, push rod and tappet result in changes in clearance between these parts. If the engine was at a constant temperature this would not be a problem. So, as in life, we balance out and compromise. The Buick Shop Manual declares one technique, the Motor Manuals suggest yet another, with two approaches to the same problem. Take your choice.

I get my engine to operating temperature in approximately 20 to 30 minutes. (This is important to stabilize valve lash, and engine oil should be warm but not hot.) Remove the valve cover and while the engine is idling insert a .017 (seventeen thousands) feeler gauge between the valve end and the bolt of the rocker arm. The .017 should pass through whereas an .018 gauge should not.

To adjust, release the 9/16 nut and turn the fine thread screw slot while holding the .017 feeler gauge in position: clockwise to tighten and close gap clearance or counter-clockwise to loosen or open gap clearance.



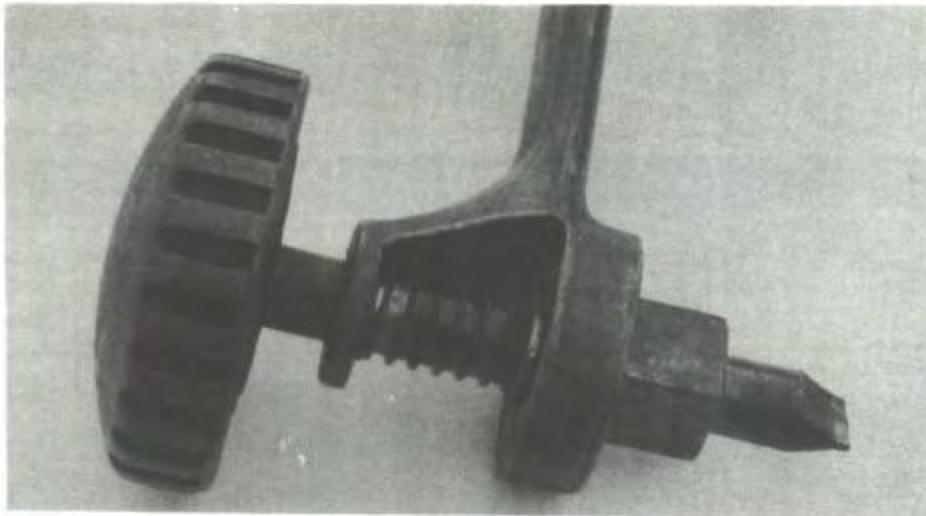
Once valve clearance is attained, tighten nut (approximately 33 foot-pounds torque) and check once again using the go-no-go method. (.017 pass through; .018 interference)

A very useful tool was invented with the valve-in-head Buicks in mind. The photos reveal a wrench handle with a 1/2" drive socket. A through hole contains a shaft with a hand grip on one end and a screwdriver slot on the other. A pressure spring on the handle shaft is overcome by pressing down while the socket releases the nut (screwdriver and socket are in alignment for easier adjustment.)

Whatever tools are used, your results should be favourable. Having three hands would only help the procedure go faster.



Special valve adjustment tool, made by Plumb. We don't know whether these are still made, but you can look for them at swap meets or flea markets. Looks handy.



LOCKS & KEYS

Courtesy of Tom Gentile (#130)

Here are copies of some old Briggs & Stratton manual pages on auto locks and keys, showing pictures and part numbers for all 1937 and 1938 Buicks. This is one of those odd corners of the hobby: information that is seldom needed, but very hard to find when you do need it.

1937 LOCKS

BUICK

BUICK									
45922	All Models	Ign. Cyl. Coded Uncoded Lock Case Cam	8000-9499	15	1291953 1291951	1 1/2	1 1/2	1 1/2	1 1/2
45906									
45900									
53101									
49898	All Models	Door-Deck-Rear Compt. Gyl. Cylinder Uncoded Door Case Deck Rear Compt. Case	■ ■ ■	■	601263 601264 601274 601841	1 1/2	1 1/2	1 1/2	1 1/2
45767									
45778									
51371									
51457									
53450	40-60	Door Handle Shaft	To Dec. 15		1394344	3 1/2			
53448	60-90 Imp. Rear Door	■ ■ ■	■ ■ ■		1394345	3			
53454	60 Conv. Sedan	■ ■ ■	■ ■ ■		1096779	3 1/2			
53472	40-60-80 Conv. Sedan	■ ■ ■	■ ■ ■	Aft. Dec. 15	1096819	3 1/2			
53471	80-90 Imp. Rear Door	■ ■ ■	■ ■ ■		1096820	3 1/2			
53449	All Models	Deck Handle Shaft			1096782	2 1/2			
53453	40-60 Coach & Sedan	Rear Compt. ■			1096781	2 1/2			
53447	All Except Above	■ ■ ■			1096780	1 1/2			
45822	All Models	Tire Cylinder Coded ■ ■ ■ Uncoded	■ ■ ■ ■ ■	■	601271	1 1/2	1 1/2	1 1/2	1 1/2
45796					379477	1 1/2			
51341					496557				
53044					496558				
46060									
80273	All Models	Dash Compt. Lock Cylinder Coded ■ ■ ■ Uncoded	■ ■ ■ ■ ■	■	1394346	1 1/2	1 1/2	1 1/2	1 1/2
49960									
49972									
51490									
51491									
51471									
46112									
49898	Formal & Imperial Sedan	Rear Door Handle Cyl. Coded Rear Door Cyl. Uncoded Rear Door Case ■ ■ ■ Shaft	■ ■ ■ ■ ■						
45767									
45778									
53448									
45990	90 Touring Sedan	Front Seat Compt. Lock Coded	■ ■ ■ ■ ■	■	4066839	1 1/2	1 1/2	1 1/2	1 1/2
45797		Front Seat Compt. Cyl. Uncoded	■ ■ ■ ■ ■	■	1399982	1 1/2	1 1/2	1 1/2	1 1/2
45995		Front Seat Compt. Cyl. Coded	■ ■ ■ ■ ■	■					



49898
45767



45922
45905



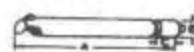
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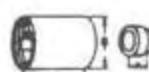
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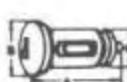
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53473



45900
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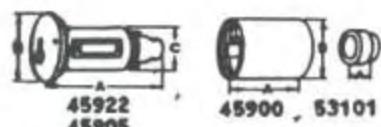
45995
45797
45822
45796

1938 LOCKS

PART NO.	MODELS	TYPE	KEYS		CAR MFRS. PART NO.	DIMENSIONS		
			SERIES	GRV.		A	B	C
BUICK								
80790	All Models	Ign. and Door Matched Set Keyed Alike	8000-9499	15				
45922 45905 45900 53101	All Models	Ign. Cyl. Coded " " Uncoded Lock Case " Cam	" "	"	1291953 1291951	1½	¾	½
49898 45767 45778 51371 51457	All Models	Door-Deck-Rear Compt. Cyl. Cyl. Uncoded Door Case Deck Rear Compt. Case	" "	15 15	601263 601264 601274 601841	1½ 1½ 1½ 1½	¾	½
53501 53498 53499 53504	40-60 80-90-80 Conv. All Models 40-60	Door Handle Shaft " " " Rear and Tire Compt. Deck Handle Shaft			1394543 1394544 1394549 1394552	3½ 3½ 2½ 2½		
45822 45796 51341 53044 46060	All Models	Tire Cyl. Coded " " Uncoded Lock Case " Bolt " Spring	" "	"	601271 379477 496557 496558	1½	¾	½
80619 59036 59050 51616 51619 51620	All Models	Compt. Lock, Complete Coded Cyl. Coded " Uncoded Retainer Cup Lock Bolt " Pusher	" "	"	4062353 1394542 1394541	1½ 1½ 1½	¾	½
45990 45797 45995	90 Touring Sedan	Front Seat Compt. Lock Coded Front Seat Compt. Cyl. Uncoded Front Seat Compt. Cyl. Coded	" "	"	4066839 1394562	1½	1½	

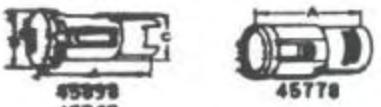


80790



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45900 53101



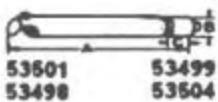
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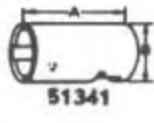
53498

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45822

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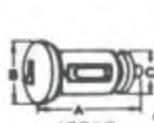


59036

59050



45990



45797

45995

LOCK SERVICE INSTRUCTION INDEX

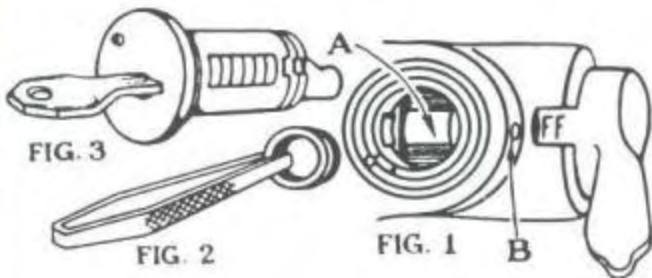
Plate numbers listed below refer to illustrated service instructions found on pages 7 to 17.

BUICK

TYPE OF LOCK	1935		1936		1937		1938		1939		1940		1941	
	MODEL	PLATE	MODEL	PLATE	MODEL	PLATE	MODEL	PLATE	MODEL	PLATE	MODEL	PLATE	MODEL	PLATE
IGNITION	50-60-90	3									ALL	2	ALL	2
IGNITION	40	1	ALL	1	ALL	1	ALL	1	ALL	1				
DOOR	ALL	9	ALL	9	ALL	9	ALL	9	ALL	9	80-90	9		
DECK	ALL	13	ALL	13	ALL	13	ALL	13	ALL	13	80-90	14		
REAR COMP'T.	ALL	14	ALL	14	ALL	14	ALL	14	ALL	14	80-90	14	ALL	14
PILLAR									40-60	15	40-50 60-70	15	ALL	15
TIRE	REAR	27	60-90	23	ALL	23	ALL	23	ALL	23	ALL	23	ALL	23
TIRE	SIDE	23												
TRUNK	ALL	28												
DASH COMP'T.	40	35	ALL	42	ALL	42	ALL	42	ALL	42	ALL	37	ALL	37
FRONT SEAT LID COMP'T.			SPORT	31	TOURING	31	TOURING	31			ALL	37		
GAS TANK FENDER												33		

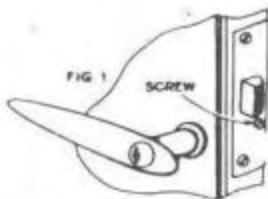
BRIGGS & STRATTON CORP. LOCK SERVICE INSTRUCTIONS

PLATE NO. 1



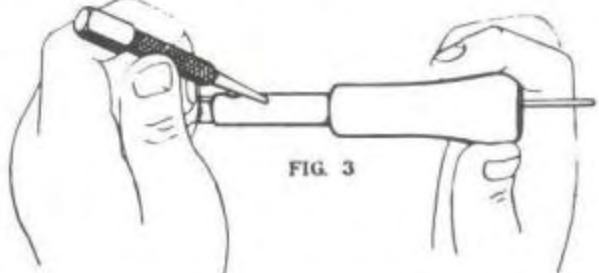
To remove lock cylinder from case, insert key, and turn clockwise until stop is reached. Insert stiff wire thru hole in face of lock and depress plunger--continue to turn key clockwise until lock cylinder can be removed. To remove lock case, drive out pin "B" from inside of case. If key will not turn cylinder, remove complete lock by drilling out pin "B". To install cylinder--line up cam and prongs--push cylinder into place and turn counter clockwise until cylinder snaps into place.

PLATE NO. 9



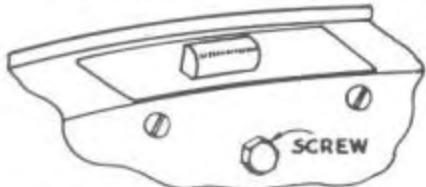
To remove door handle from door, turn handle until screw appears in edge of door at latch plate. Remove this screw and pull handle out of door, Fig. 1. Some handles may be held in door by a screw thru inside door handle, Fig. 2. Remove screw and pull off inside handle--outside handle can be pulled out.

PLATE NO. 9



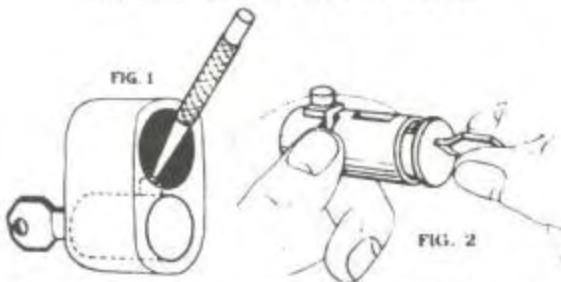
To remove cylinder drive out small retaining pin at lower end of shank and draw out cylinder and case. To assemble insert anti-rattle spring in handle--place bolt in slot of handle shank--follow with lock cylinder. With cylinder engaging lock bolt fasten with pin and peen in place. Round off peening burrs with file.

PLATE NO. 13



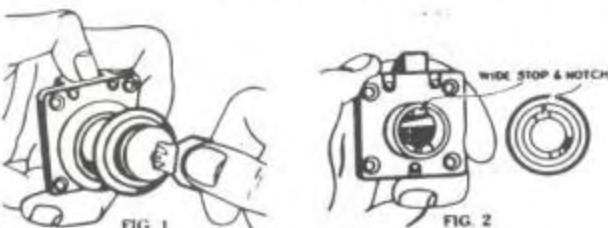
Open deck lid and remove screw at end of handle shaft. Pull handle out of deck latch. To remove cylinder drive out small retaining pin at lower end of shank and draw out cylinder and case. To assemble insert anti-rattle spring in handle--place bolt in slot of handle shank--follow with lock cylinder. With cylinder engaging lock bolt fasten with pin and peen in place. Round off peening burrs with file.

PLATE NO. 23



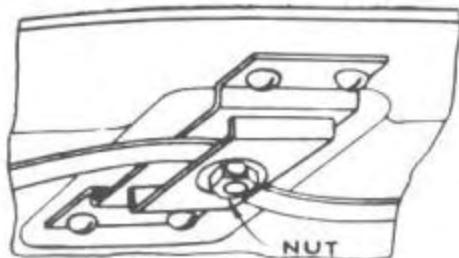
Pry off cover on spare tire with screw driver. Unlock and pull off tire lock. To remove lock unit from housing insert key and turn clockwise to unlocked position. Thru the large hole in housing, depress lock bolt, Fig. 1, flush with lock sleeve and withdraw lock cylinder and case. The lock cylinder is removed from lock case by rotating key 75° counter-clockwise and pull out cylinder, Fig. 2.

PLATE NO. 31



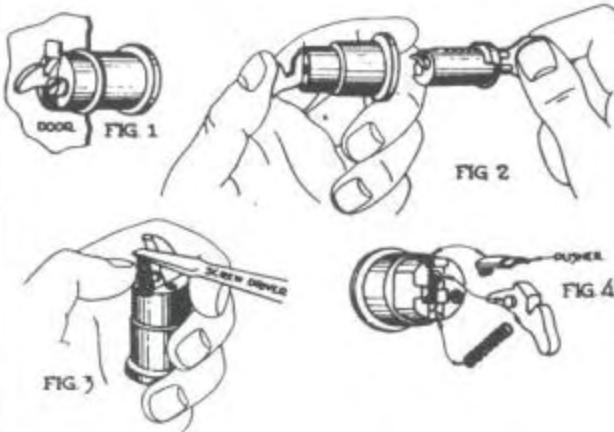
Lock cylinder rotates 180° counter-clockwise to open lock. Key is removable in both positions. To remove cylinder from case, rotate counter-clockwise to unlocked position and depress bolt with thumb to maximum depth as shown in Fig. 1. Continue rotation counter-clockwise until stop is reached and cylinder can be pulled out. Knob can now be pulled off. To reassemble see that wide notch in knob engages wide stop in lock case, See Fig. 2. Insert lock cylinder with key and depress lock bolt with forefinger until cylinder engages cam. Turn key clockwise to locked position.

PLATE NO. 14



Open door, bend down tangs on nut lock. Remove hexagon nut. Pull handle out of latch. To remove cylinder drive out small retaining pin at lower end of shank and draw out cylinder and case. To assemble insert anti-rattle spring in handle--place bolt in slot of handle shank--follow with lock cylinder. With cylinder engaging lock bolt fasten with pin and peen in place. Round off peening burrs with file.

PLATE NO. 42



To unlock--insert key and turn 90° clockwise. Dash compartment lock is fastened to compartment door with a screw and rear mounting cup. Cup is assembled with safety tang UP to avoid tampering with lock bolt, See Fig. 1. To remove cylinder from knob--hold bolt down and turn key clockwise until stop. Cylinder can be pulled out, See Fig. 2. To disassemble--lock bolt and cylinder pusher can be disassembled by removing spring, See Fig. 3. To assemble knob--be sure cylinder is out of knob. Replace cylinder pusher, bolt and spring in order named, See Fig. 4. End of spring must rest in recess of knob. Use screw driver to slip the other end over button on bolt, See Fig. 3. To insert cylinder--after pusher, bolt and spring are assembled, HOLD BOLT DOWN, insert cylinder with CAM UP relative to bolt, See Fig. 2. Turn cylinder counter-clockwise until stop is reached. Cylinder should then engage in knob and be in locked position.



Keys used on 1937 & 1938 Buicks.

MORE ON LOCKS AND DOOR
HANDLES IN A FUTURE ISSUE



NEW MEMBERS



L.J. Filaseta (#639)
1723 Bayard St.
Bethlehem, PA 18017
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'37 46S

Lew Wallace (#640)
8 Mill Rd.
Fairport, NY 14450
716/248-8883
'37 41

Doug Shaffer (#641)
74 Woodland Ave.
San Rafael, CA 94901
415/459-5954
'37 90L

Fred Odishooe (#642)
5305 Marathon Rd.
Columbiaville, MI 48421
313/793-4065
'38 41

Jerry Pasquariello (#643)
680 Rifle Camp Rd.
West Paterson, NJ 07424
201/256-7303
'38 41

Jay W. Gray (#644)
5230 Neroly Rd.
Oakley, CA 94561
415/757-3487
'37 46C

Marc Jarmolow (#645)
2108 Grand Ave.
Baldwin, NY 11510

Fred Ingerson (#646)
Box 422
West Lebanon, IN 47991
317/893-4872
'37 46

A.A. Weiss (#647)
3402 181st Pl., NE
Redmond, WA 98052
206/883-8893
'38 41

Gary Price (#648)
935 South 1000 East
Springville, UT 84663
801/489-6852
'37 41

NEW ADDRESS

Howard Madison (#476)
8107 Caminito Mallorca
La Jolla, CA 92073
619/535-1627

A.H. Brooks (#223)
3844 Battleground Ave.
Apt. 3
Greensboro, NC 27410

James B. Childs (#022)
P.O. Box 2283
Ocean City, MD 21842



CARS FOR SALE



1937 Century Sport Coupe, model 66S. This car is almost totally complete and appears to have all the hard-to-find parts (including the opera seats), but needs total restoration. (Missing tail lights and front bumper guards, and does not have sidemounts.) There is a little rust-through in one rear quarter, and some rust on the floor, but otherwise the body looks solid. It last ran about a year ago. This car was owned by Reid Lee, a former member of the Club, who sadly is no longer with us. Reid's widow would like to sell it, and is asking \$2,000. (The Editor has inspected the car and thinks this is a fair price, and would like it to find a good home. It is definitely restorable.)

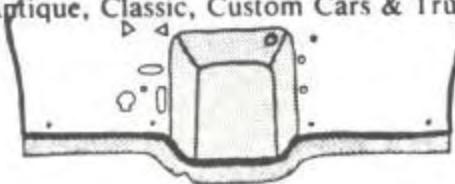
Jo Lee
6645 Cheshire Road
Galena, OH 43021
614/548-4091

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for info. 614/436-7579

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transmission.....	50
radiator.....	45
orn-right side.....	5
Instrument cluster-no speedo or temp	25
1938 color chips.....	10
new repro grille halves.....	10 ea
dash panel-no extra holes.....	10
distributor rotor.....	5
points & condenser.....	6
NOS carb vacuum switch.....	40
carter.....	35
generator-rebuilt (1950-53).....	70
used water pump & kit.....	35
fuel pump (1951-53).....	35
locks (2).....	15 ea

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\$25.

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Corcoran, CA 93212
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PARTS WANTED



WANTED: 1938 "McLaughlin - Buick 8" front bumper badge. 1937
40 series left-hand cowl-to-radiator brace rod plus connecting
brace rod; also bottom piece of nose sheet metal below grille.
Have excellent copies of 1937 parts book to offer in trade.

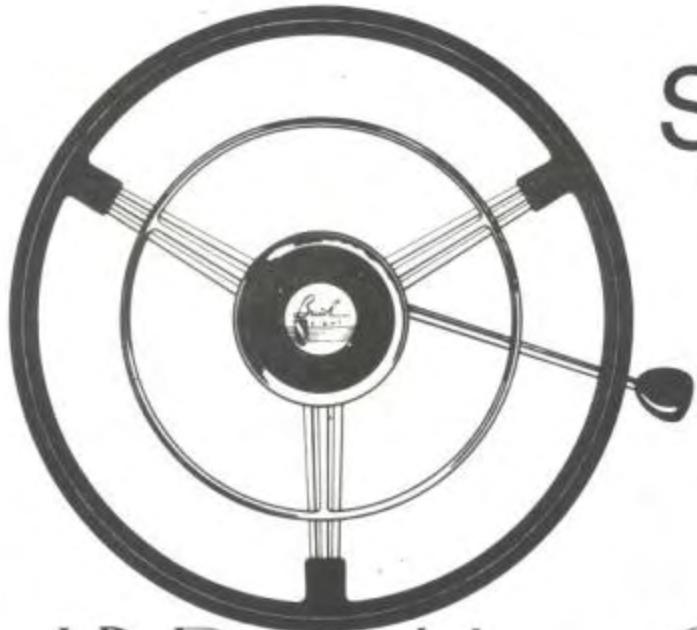
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London W8 6ER ENGLAND

WANTED: 1937 80 series - NOS right front wheel cylinder.

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